STABLISHED AUGUST 24, 1852.

WHEELING, WEST VA., FRIDAY MORNING, JULY 20, 1877.

VOLUME XXV-NUMBER 279.

Fernius leaving the city may have the Intelligence sent to their address by mail, justage prepaid, j such time as they may derire, at the rate of Alice

The Appearances of the Strike, We present a mass of news this mornm different points along the Baltimore & Ohio road. There is nothing very definite in it as regards an immediployers have been hoping year by year that the wing signs of a speedy break of the embargo on the passage of trains. That the strike is to end in the re-establishment of business within a few days at most mo one can doubt who will stop to consider the matter for a moment. The contest waged by the employes has simply been hoppless from the outset. No railroad strike was ever yet successful in the history of the country. A line of railway is too important as a highway of travel and commerce to too many interests to admit of a blockade save tor a very limited time. Society rises upen masse, as it were, against an attempt to interrupt trade to such an extent, and inevitably the power ate result, but we interpret the situation such an extent, and inevitably the power of government steps in to open up the the Baltimore & Ohio road. The power of the U, S. Government has been suc

Their weakness as well as their wrong

consists in the fact of their interference

with the rights of others. Every man has

a right to carry on his lawful employmen t

and those who interfere with him become

by that act the toes of the government

and are bound to be put down. The set-

tlement of such an issue has no relation

to the grievances of those who are thus

in the wrong. No man can rectify his

to fail as that the government has the

power to assert and maintain its author

We publish in another column the road as told to a newspaper reporter. popular sympathy. No one can read it menviable one, not only on account of its many dangers and hardships, prices for the common necessities of life. It may do, is the reasonator right of an ordinary and of the Ballimore & Ohio Emcountry as in that, and especially so in the last two years, that as much bread as a man may need is, in many cases, not to be earned by as The more the grievances claimed by much work as a man may do. This the fireman and other employes are influctuations of demand and supply in the matter of labor, which is only an other form for saying that it grows out of the lack of employment for great numbers of men who at some former time could have uestion, singled out a conductor, a brakecommanded fair wares and steady work. universal shrinkage that follows a pante. Sooner or later every man who labors, not less than all who make or sell merchandise, is doomed to feel the effects of the blow that is struck at the whole fabric of society by a great commercial revulsion. Those whose labor is in the greatest excess, by reason of its unskilled character, have the least chance to protect themselves against shrinkage. The great mass of mankind are active competitors with each other in the ranks of unskilled labor. It is the sort of labor that nearly every man can perform almost at sight and without specual aptitude or training. Hence, when the day of retrenchment and shrinkage comes, after a period of plethors and inflation, the first to feel, and to feel it continuously, are those who crowd each other in the market for what is known as unskilled labor. Next come those who constitute a special class of laborers. They have been drawn into some specialty when it been drawn into some specialty when it can be a special class of laborers. They have been drawn into some specialty when it can be a special class of laborers. They have been drawn into some specialty when it can be a special class of laborers. They have been drawn into some specialty when it can be a special class of laborers. They have been drawn into some specialty when it can be a special class of laborers. They have been drawn into some specialty when it can be a special class of laborers. They have been drawn into some specialty when it can be a special class of laborers. They have been drawn into some specialty when it can be a special class of laborers. They have been drawn into some specialty when it can be a special class of laborers. They have been drawn into some specialty when it can be a special class of laborers. They have been drawn into some specialty when it can be a special class of laborers. They have been drawn into some specialty when it can be a special class of laborers. They have been drawn into some specialty when it can be a special class of laborers. They have been drawn into some specialty when it can be a special class of laborers. They have been drawn into some specialty when it can be a special class of laborers. They have been drawn into some specialty when it can be some the same t regulation. Those whose labor is in the was remunerative; have identified themselves with it; have assumed social duties and pecuniary obligations incident to their compensation, and are, as it were bound up with the fortunes of their employment for good or ill. They naturally cling to it under adversity in business, in the hope of better times, and also for the additional reason that when it fails them in a period of depression the time has gone past for bettering their condition in other employments with which

The railroad men of the country belon to this special class. Theirs is a mixed of employment, partly skilled and partly common labor, but nevertheless one that is a class by itself, and one which by reason of the rapid extension of railroads in every part of the country of late years, has drawn an immer engineers, firemen and brakemen. They

they have no familarity.

Che Intelligence. constitute a vast department of labor throughout the land. In the flush times month. During rainy weather, especially, a brakeman becomes no benumbed that he is very liable to tumble off. In manded steady employment and received good wages, but since the collapse of railroad building after the panic of 1873, and especially sisce the severe competition of the last two years set in between fival routes of transportation, their wages have been steadily, and, in some cases, rapidly reduced. Like all other employes in the other departments of labor they have been living in hope that every reduction in their wages would be the last, just as their employers have been hoping year by year

hat h is very liable to tumble off. In two instances, it is said, brakemen after two instances, it is said, brake manded steady employment and received

ployers have been hoping year by year that the worst in the way of business de-

besitated to cut down the wages of their employes to the very lowest possible point. This has been especially true of the so-called trunk lines, and more particularly, perhaps, of the Baltimore & Ohio. During the railroad wars of the last two forms of the railroad wars of the last two closed avenue. This is the case now on This has been especially true of the soof the U, S. Government has been successfully invoked for its re-opening, and the armed representatives of the Government are now on the line for that purpose. They will succeed as a matter of course. If the present force is not sufficient more will be sent, and if still more are neeled they will be forthcoming. The whole power of the Government, with all that the word power implies, is now pledged to put down the uprising. It is therefore a mere question of a very short time as to the collapse of the embargo. Those engaged in it should not shut their eyes to their position. They are standing on illegal, dangerous and untenable ground. Their weakness as well as their wrong content in the fact that the standard and the same sense as it was burdened with unproductive branches and leased lines, expenditures on which, while they appeared as assets to their position. They are standing on illegal, dangerous and untenable ground. Their weakness as well as their wrong content in the collapse of the embargo. The sense was the collapse of the embargo. Those engaged in it should not shut their eyes to their position. They are standing on illegal, dangerous and untenable ground. Their weakness as well as their wrong content in the collapse of the force in the collapse of the collapse o cline in the shares of the Company show that at last the real status of its financial solders and the public, and it was then no wonder to anybody that its so-called sur-plus had never been capitalized. Neither is it any wonder now, considering all these drawbacks, and considering also the ruinous rates at which its through grievances by violence, and least of all business has been done for the last two grievances by violence, and least of all business has been done for the last two past, owing to small wages and the method by violence against innocent parties. An uprising to that end is just as certain financially already and results as a financially already and results as a \$10 per month for the support of their financially strong and prompt paying corporation.

ould not but be that the company would The Hardships of the Railroad
Business—Difficulties of the
Ballimore & Ohlo Line.

We will be that the company would
very last possible farthing. This it has very last possible farthing. This it has pression and emphatic manner lent to the one, very largely, at the expense of its story of the strikers on the Baltimore employes, as have all other railroads. And in effecting this kind of economy It is one well calculated to appeal to the employes have had to go closer and and not feel that these men have peculiar cheap, and the number seeking employ-hardships to complain of. Their life is ment so excessive, that railroad companies have been virtually able to command but also by reason of the meagreness of being the case it was not to be expected their compensation in these times of high that they would not avail themselves of the opportunity thus presented to continue is hardly to be wondered at that, wrought their expensive competition with each up to desperation by the scantiness of their other. Step by step labor has gone down pay, especially where they have depend with the rates of freight, until both are with the rates of freight, until both are now at a point where a crisis in their af-fairs seem immirent. And inasmuch as-warning them, as well as the working out in a sort of blind fury against fairs seems imminent. And inasmuch as a further decline in their wages. Long four great lines are now competing for ago it was said in England, by a writer an amount of business scarcely sufficient the wrongs of the working masses of for two of them, there is no hope that that country, that "surely as much bread either their own pecuniary condition or as a may need for as much work as a man that of their employes will materially may do, is the reasonable right of all of improve for an indefinite time to come.

quired into the worse they appear. The men all tell the same story and do it in a The Tressury De way that it is apt to impress the hearer strongly. A reporter of The American with a view of getting something like a man, an engineer and a fireman, who are yet in the employ of the company and recognized as sober reliable men. Their statements did not vary, and were after wards corroborated by a other employes. They state that not withstanding the large number men dismissed from service by company during the past ye cars. This has led to the practice of in-creasing the number of cars in a freight train, and consequently an increase of labor for the fireman and brakeman.

more cars attached than was the custom a year ago, and a brakeman often has over twenty cars to attend to. The number of men on trains has been lessened so that now there are only four men on a train, the conductor, the brakeman, the engi-neer and the fireman. To quote the ex-pression of one of the Baltimore & Ohio Railroad engineers, "the Northern Cen-tral, which the Baltimore & Ohio calla a one-horse road, has six men on every horse road, has six men on ever freight train-a conductor, two brake-men, a flagman, and the engineer and ireman." The increase of cars gives the ireman nearly one-third additional work to keep the engine supplied. The long-er the trains the greater the danger of accidents. On down grades, owing to the momentum, after the engine has been re-

versed and all the brakes put on, a train will frequently slide a mile or more be men into it. We speak HARDSHIPS ENDURED BY THE TRAINMEN In the winter time the per centage of with a lighted accidents to brakemen is usually a misfor a leak.

out, generally without rest or meals and without being able to see his family. Thus it often happens that a fireman is on his appire, we day at a target with \$10 per month for the families. In consequence many of them have had to move outside of the city, not have had to move come rent. This being able even to pay room rent. This is the statement of four men now in the employ of the company, divested of the color which their simple but forcible ex-

riginal statement. WASHINGTON.

Meeting of the U. S. Labor League Wise Conneils From its Leaders and Liberty Inseparable.

WASHINGTON, July 19.—The Central Council of the Labor League of the U. S. at a meeting to-day passed a series of resolutions on the depressed state of lapor throughout the country, and anticipated evil results to flow therefrom; en warning them, as well as the working men in general, to beware of the emi saries, some of whom have endeavored to operate here, who go around inciting to strikes and violent measures, which injure labor in general, disturb order and end in the conviction and punishment of the participants therein, and resolved that moral agitation is the strength and power by which labor can acquire a tangible reformation, and that mob violence and rice lead only to market week. lence and riot lead only to anarchy and the final destruction of human liberty, and it is better to submit to any sort of despotism for the time bing than to have no government at all.

CLL FOR 5-20s.

The Treasury Department to-day isaued its 52d call for the redemption of
5-20 bonds of 1865. The call is for \$10,000,000 consols of 1865, of which \$7,000,000 are coupons and \$3,000,000 registered
bonds, Principal and interest to be paid
on and after the 19th of October next.
Interest ceases on that day. The following are descriptions of the bonds:
Coupon bonds dated July 1, 1865—\$50,
No. 24,001 to 30,000, both inclusive; \$100,
No. 40,001 to 42,000, both inclusive; \$0,00,
No. 64,001 to 42,000, both inclusive;
Registered, redeemable at the pleasure
of the United States after July 1, 1870—
\$50, No. 901 to 1,150, both inclusive;
\$100, No. 8,551 to 10,500, both inclusive;
\$500, No. 6,151 to 7,200, both inclusive;
\$5,000, No. 5,501 to 2,000, both inclusive;
\$1,000, No. 5,501 to 2,000, both inclusive;
\$1,000, No. 5,501 to 2,500, both inclusive;
\$1,000, No. 5,500 to 2,500 to 2,5

The total subscriptions to the Four per cent loan are \$65,982,500.

Convention of the National Cot-ton Exchange, at Greenbrier, West Virginia.

THE FOUR PER CENTS.

GRENDRIER, W. Va., July 19.—At the onvention of the National Cotton Exchange, resolutions were adopted mem-prializing Congress to increase the appropriation for the Signal Service Bureau the cotton States, so as to obtain more ac curate information of the rain fall and temperature, providing that arbitrations in the deliveries of cotton, sold on the ba sis of classification, be upon a class only of fair average staple, and that valua tions should afterwards be fixed according to the official quotations of the day of delivery; also, providing for the appoint-ment of an Inspector to examine the condition of the cotton at the time of delivery, etc.

POLITICAL NOTES.

Republican Convention at Day-

DAYTON, July 18 .- The Montgomery DAYINN, out 18.—The Montgomery county Republicans met in convention here to-day and elected delegates to the State convention at Cleveland August 1st. They adopted a resolution endorsing the pacific policy of President Hayes, and in layor of the silver dollar.

Fatal Gas Explosion.

Baltimong, Mo., July 19.—J. P. Wehr-lein of the firm of Wehrlein & Bro., 11. Frederick Arenne, was instantly killed by the explosion of a gas machine, which, with a lighted candle he was examining

BY TELEGRAPH.

ASSOCIATED PRESS REPORT.

TO THE DAILY INTELLIGENCES

THE RAILROAD WAR.

The U. S. Troops at Martinsburg.

Frains Moved Out Under Convey of Soldiers.

Mathews Light Guards Acting as Special Constables.

Meeting of the Strikers at Keyser

Wages Inadequate to Provide the Necessaries of Life.

Miners in the Cumberland Region Joining the Strikers.

George Zepp Goes to His Engine Pistol in Hand.

Leading Striker Arrested and Put in Jail.

The Central Ohio Division Involved in the Strike.

All the Freight Trains Laid Up at Newark.

Specials to the Intelligencer OL. FRENCH IN COMMAND AT MARTIN

MARTINSBURG, July 19, 1877 Nine companies of regulars are now sere, under command of Colonel French. The President has issued a proclamation rdering all strikers to disperse by noon to-day. The company expect to start trains during the day. Other troops are expected soon, Captain Shipley's compa-ny will not be here, as they have no am-munition. The Mathews Light Guards are ready for action this morning.

FIRST TRAIN MOVED.

MARTINSBURG, July 19.-10:30.

Engine No. 4, attached to a coal train oing east, was boarded by an engineer's wife and he left the engine, followed by the fireman. The train was taken in charge by Wm. Clements, agent at Locust point, who brought it past the strikers. Great crowds are gathering at the station; this was the first train moved since the strike. The company expect to start other trains after dinner. The civil authorities will ask the mob to disperse, and the military will be called upon if

THE TRACK CLEARED BY THE TROOPS MARTINSBURG, W. Va., July 19.

The troops have cleared the track fireman, bound east, was the first train out; other trains will follow. The trains are accompanied by detachments of regu-lars. The Mathews Light Guards are still on guard at the station.

off is too small wages for any fireman. I leave in a few moments for the East

TELEGRAPH WIRES AND PASSENGER

The railroad track is in excellent conon and passenger trains make their

The strikers have resolved not to in-

in front of the train. All was in readiess to go, when the strikers waited on the engineer and informed him he could not leave. The engineer and fireman left heir posts, being compelled to succumb All the couplings had been removed rom between the cars.

At all the principal stations numbers of strikers are to be seen. They are fine looking fellows. W. H. O. looking fellows.

HOW THE TRAINS WERE GOT OUT. MARTINSBURG, July 19, 5:30 P. M.

Have only succeeded in getting out two rains up to this time. Experience great rouble in getting firemen; expect some from other places to-night. A detach ment of Mathews Guards arrested Dick Seeph, one of the leading strikers of this divison, and have him at their headquarters. The trains were preceded by a com-pany of U. S. troops outside of the city

A SABBATH QUIET IN CUMBERLAND.

Cumberland is quiet as on a Sabbath day. Crowds of strikers at and around the dept, but all are good natured and folly. At Keyser the strikers say that no freight can pass East or West, From the looks of those I conversed with I am satisfied that they mean business, but Markey is the men satisfied that they mean business, but was a satisfied that they mean business, but Markey is a conversed with I am satisfied that they mean business, but Markey is a conversed with I am satisfied that they mean business, but Markey is markey in the men assembled at the crossings to disperse and desist from further than assembled at the crossings to disperse and desist from further interference with the trains. There are plenty of men willing to work but they are afraid.

COL. FRINCH'S DISPARCHES.

WASHINGTON, D.C., July 19.—The following dispatches were received at the old whom will join Valdez as soon as he satisfied that they mean business, but

TRAIN ARRIVES AT CUMBERLAND CUMBERLAND, July 19.

The first train from Martinsburg just arrived in charge of Lieut. E. S. Curtis, of the Second Artillery, and thirteen sol-diers. There was no trouble except at Sir John's Run, where the train was stoned,

the fireman being slightly injured. Here the train was met by a large crowd strik-ers, hooting and jeering. The train will lay here for the night, as danger is ap-prehended at Keyser. Several hundred strikers here are ready for any and every resistance should the train attempt to

ner and was released under four hur dred dollars bail, and joined his comrades

The train that left here this afternoon ound east passed Sir. John's Run all right. At this point it was expected to have strouble on account of the report that a hundred boatmen had joined the strikers at that place. Up to this time no blood has been shed. No other trains will leave to-night. The Guards are now in the Court House, and will remain there till morning. Captain Faulkner's company is quartered at their

STILL SERENE AT GRAPTON.

GRAFFON, July 19—11:50 p. m. Matters here remain about as they were this morning. Everything very quiet. No disturbance of any kind. The strikers held two meetings to-day. A com-mittee from Keyser attended the evening meeting. Resolutions were adopted declaring their determnination to stand together and posing a plan for a compromise. mittees were appointed, in conjunction with those of the meetings on the other divisions, to meet the officers of the railroad for the consideration of a plan and terms of compromise.

DISPATCH TO GOV. MATHEWS MARTINSBURG, July 19, 1877. Gov. Mathews:

The change of tactics on the part of the strikers, reported to you this morning culminated in their weakening this after noon. At two o'clock I got a freight train eastward, guarded out of the town and carrying ten men through. At four o'clock another got away west ward, having a large escort through the Sand House district, the rioter principal rendezvous, and where trouble was most expected. This train carrie ten men to Keyser. At this writing it has passed Sir John's Run without in has passed Sir John's Run without in-terference. Soldiers were stationed upon both engines as they left the yard, and neither was attacked, although a large body of strikers lay in am-bush in sheds, adjoining the Sand House, when their departure was taking place. I had the tracks and depot yards cleared of the crowds and sent Capt. Miller with 20 of the Guards to sunnort the sheriff in making arrests. ill on guard at the statuto.

Sand House,
Martinsburg, July 19, 1877.

The Mathews Guards, under command of Lieut. Linch, headed by the Sheriff and Wm. Englebright as guide, have been out to where the strikers are collected for the purpose of arresting the leaders; after reaching the place the guide refused to point out the men. They will doubtless be arrested soon.

W. John Martinsburg, July 19, 1877.

All Quiet at Graffon, July 19, 1877.

All Quiet at Graffon, July 19, 1877.

All quiet here. Large crowds of workmen are around the depot, but no signs of disturbance. There are large numbers of disturbance of the content of the c

MARTINSBURG, July 19.—The troop train arrived at 6:30 this morning and bivouacked in the Round house. Most of they will call on the Govenor for aid on bivouacked in the Round house. Most of the strikers are outside the western limits of the corporation. At noon the proclamation of President Hayes, com-TRAINS UNMOLESTED.

OAKLAND, MD., July 19.

Before leaving Grafton I learned that the strikers were holding a meeting, and that it had been decided that no freight trains should leave.

The railroad track is in excellent and the present troubles, declaring that the present troubles, declaring that the present troubles, declaring that in the present troubles, declaring that the wages established by the Company were inadequate for procuring the neces-saries of lite for themselves and famlies. The strikers have resolved not to interfere with the road telegraph wires, or Express or passenger trains.

At noon to-day the railroad officials at Grafton ordered a freight train out. An engine was run on the track and switched in front of the train. All was in readil area, with similar comparison. other sections. Committee have gone to the third and fourth divisions to insist the third and lourin divisions to masse on a general strike. The strikers say if overpowered by troops at Martinsburg they will blockade at other points along the line, and that any men who dare to go on trains will be bushwhacked along the road.

The President's proclamation, printed in handbill form, has been distributed among the employes at all points of the road. Policemen have been turnished with large numbers to be placed in conspicuous places.

The proclamation of the President has been posted throughout the city. All is quiet. There is a large throug about the hotel, but all appear good humored and prominent strikers say there will be no demonstration against persons and property jost yet.

Williams, in presence of Sheriff Nadenbuch, read the request from Governor.

buch, read the request from Governor Mathews to the men assembled at the crossings to disperse and desist from further interference with the trains. There are plenty of men willing to work but they are afraid.

whether the strong arm of the law will French, commanding the U.S. troops at not subdue them is a question.

| Strike on the Pennsylvania.

MARTINSBURG, W. VA., July 19. To Adjutant General War Department I remained on the road till 6:30 A.M.
The President's Proclamation has not yet
been published, but will be in an hour,
when arrests will be made. I am in consultation with Col. Delaplain.

MARTINSBURG, W. VA., July 19.

To Col. Vincent, Adjutant General:

The Proclamation has been printed, and is now being circulated, after 12 o'clock. If the insurgents have not dispersed, the troops under my command will proceed to enforce the order of the President. At present everything seems quiet, and I doubt whether anything more than a demonstration will be required. Whatever action I may determine upon will be after consultation and with the full concurrence of Col. Delaplain, Aid to the Governor.

CITIZENS IN SYMPATHY WITH THE STRIKERS.

MARTINEBURG W. VA. July 19, 10-30. To Col. Vincent, Adjutant General:

ieave. W. H. O.

OTHER TRAINS IN THE MORNINO.

MARTINSDUEG, July 19—10:30 P. M.

At this writing very sew people are on the streets and at the station. General French and Col. Delaplain report everything quiet along the road. Other trains will be started in the morning. Have been freemen who are willing to go. Some passenger firemen were asked to go on freights but refused. The residents with the dust continued them of the days of '64. Col. Delaplain says he is sanding a full report to-night to Gov. Mathews.

Dick Sepp Released on Ball and Joins Ins Frienne.

Martinsbueg, W. Va., July 19, 19.030

A. M.—No. 4 engine, with N. B. Bedford as engineman, was got in order, when his wife and stepdaughter got on with him. The strikers are onductor and his crew ran to fire time to start one of the strikers and their friends, in all, tors spoke a few words to him and he, with his wife and stepdaughter, left the engine. He was greeted with cheers. The strikers and their friends, in all, to strikers and their friends, in all, to strike and stepdaughter, left the engine. He was greeted with cheers.

Martinsbueg, W. Va., July 19.—8 r. M.

Dick Sepp Released on Ball and Joins Ins Frienne.

Martinsbueg, W. Va., July 19. to conduct and his crew ran of the strikers and their trains. The strikers and

12:10 p. M.—Matters remained quiet for the last two hours. No train has yet moved and the troops remain in their quarters. The trains will be moved this afternoon if men can be had to go on them. There are plenty willing to go but are afraid of the future.

TRAINS MOVING OUT.

Mastinsburg, W. Va. July 19.— Lieutenant Galsh, with battery F. 4th artillery, cleared the track, and the first armory. To further trouble is expected here to night.

W. train westward moved out. A coal train here to night. several of the strikers occupied the hill along the side of the track. The military presented arms, and there was no discoler. Engine 423 and a train of house cars is just moving out, and all is quiet The eastward bound train took a detach ment of ten men under Lieutenant Lewis and No. 423 took ten men. The troop on the eastward train go as far as Har-per's Ferry, and on the west bound train the troops will go as far as Keyser. A BOLD FIREMAN.

Before the train drawn by engine 423 reached the city limits the fireman deserted it and the train remained stationary until 4:22 p. m., when it was moved off with Geo. Zepp as fireman. He wasked up the track with a navy revolver in his hand, followed by his mother, who tried to dissuade him from going. Some friends of the strikers ran towards him when he waived his pistol over his head and marched boldly to the engine and took his place. The train then moved off. There were some soldiers in the cab to protect the engineer and fireman besides others in a car at the rear. No other trains will be started to-day.

LODGED IN JAIL. Before the train drawn by engine 423

LODGED IN JAIL. Richard Zepp, brother to George Zepp, and chief of the strikers, was arrested by the Sheriff, assisted by the military, and lodged in jail.

THE MILITARY GONE TO THEIR QUARTERS The west bound train passed Sir John's Run all right, and no further trouble is anticipated from it. There are now lying here 73 locomotives, nearly all of which have their fires banked so they may be ready to start after a few minutes notice.

the supposition the Governor for an on the supposition that the authorities at Newark are inadequate to control the strikers. The opinion prevails that the Governor can't furnish the military aid legally until the local authorities declare their inability to control the strikers and W. C. Quincy, General Manager of the Baltimore & Ohio divisions west of the Ohio river, this afternoon held a confer-ence with the men at Newark and offered to pay the old wages to such as would volunteer to take out the trains, but the men, though willing to work, declined for fear of their lives.

It is stated that the B. & O. will em At is stated that the B. o. 0, will e ploy on their Ohio division, experient and skillful men to supply the places the _strikers, who have refused to go out on their trains. All is quiet here a trains are arriving and departing

Shoe Manufactory Burned-Over

Two Hundred Hands Thrown
Out of Employment.

Marlboro, Mass., July 19.—The shoe
manufactory, of T. A. Coolidge, of West
Marlboro, and dwelling house burned last night. Loss on building and stock \$100,-000; insurance \$74,000. Over two hun-dred hands were thrown out of employ-

Board of Aldermen Seized with a Virtuous Spasm.

a Virtuous Spasm.

New York, July 19.—The Board of Aldermen to-day appointed a committee to inquire into the whole affairs of the ring and procure the names of the Supervisors who were in power at that time, to find out whether any persons have been instrumental in shielding thieres and preventing the city from recovering stolen money. The corporation counsel was directed to appoint one of his clerks to aid the committee.

Mexican Affairs.

The Railroad War Expanding.

Firemen Abandoning the Trains No One Willing to take their Places

The Panhandle and Fort Wayne Likely to Join the Strike.

Doubts Trains, Single Crews, Long Runs and Low Pay Cause the Trouble.

alternoon if men can be had to go on them. There are plenty willing to go but are afraid of the future.

COL PRENCH REPORTS ALL QUIET.

WASHINGTON, July 19.—Col. French, commanding the United States troops at Martinsburg, at 1:40 P. M. to-day telegraphs to the War Department that all squiet there.

iness, but up to this time the company have not been able to get men to take the strikers places.

The new order requiring that a double train, provided with two engines and consisting of 36 cars, be taken out with one crew, went into effect this morning. The strikers claim that by this order two ordinary trains are taken out to Altoona, a distance of 116 miles, instead of Derry, which is 48 miles. Formerly a trip to Derry was considered a day's work, while now the trip to Altoona is considered a day's work.

When the trouble commenced at the outer depot this morning a party of the strikers lost no time in getting out to the East Liberty stock yards and held a conference with the train and yard men there, which resulted in the latter joining the strikers.

The trains were run upon the sidings and left there. The strikers then took possession of the main track and stopped all freight trains east or west. Those coming from the east were allowed to

In order not to blockade the the sidings to be unloaded, and this work was done by the Pan Handle engines None of those belonging to the Pennsyl vania railroad were allowed to be

The main track here is wholly in the hands of the strikers.

A west bound freight train was stopped at Brinton's this afternoon by a party of strikers who had gone there for that at Birthous that atternoon by a party was strikers who had gone there for that purpose. The train was allowed to pro-ceed, however, on the men intimating that they would join the strikers as soon as they reached the city. The excitement along the road is intense and it is feared the Fort Wayne and Pan Handle men will join the movement. The strikers threaten to release McCall who was arrested for striking Superintendant Watt, by force. No detention is offered passenger trains and no serious collisions

Pritsburgh, July 20, 1 a. m—Everything quiet about the yards. The strikers still have possession of the main track and no freight is allowed to be

Pittsburght, July 20—1:40 a. m.—It has been learned from reliable sources that Sheriff Fife, of this county, has telegraphed Gov. Hartranft of his inability to suppress the rioters in possession of Pennsylvania railroad tracks, and asked him to use his authority in the premise by calling out the military for that pur

continued the examination of employes concerning the details of the management. Frank Pixley made some general charges, to the effect that the mint was run as a political machine; that employes had been used to locate desert lands, &c, but was checked by President Low, who insisted upon the necessity of making specific charges in writing. The Commission adjourned until 2 p. M. Saturday, when the principal charges will be taken, to be followed by those preferred by Mr. Pixley.

Weather Indications. WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICES,
WASHINGTON, D. C., July 29-1 a. e. PROBABILITIES

The indications are for Tennessee and the Ohio Valley, slightly cooler weather, with rising barometer. Partly cloudy weather for the lakes, with rising followed by atationary barometer; slightly cooler west winds, partly cloudy, weather and local rains. and local rains.

Marine News

SAN FRANCISCO CAL., 19.—Sailed, the bark Colonia, for Cork, via Pacific Islands. The steamer Australia, from Sidney, via Honolulu, arrived, carrying the British mails. New York, July 19. — Arrived — Steamship State of Pennsylvania, from

Marine Disaster.

Boston, July 19.—The schooner Dom Pedro was run down and sunk last eve ing by the United States Revenue Cut-er Grant.

New York, July 19.—There was a run on the Patterson, N. J., Savings Bank yesteaday, also on the Passaic County Savings Bank in Patterson.

MINOR TELEGRAMS

-The New York Produce Exchange withdraws from the National Board of Trade and will send no delegates to its neeting.

and Richmond next week. Probably he may include City Point and Petersburg in his visit. A number of prominent Vir-ginians have expressed (their desire that the President should go over their State.

—Several thousand feet of the snow aheds on the Central Pacific Railroad, near Emigrant Gap and Duleth Flat, have been on fire, delaying trains and stopping telegraph communication for some hours.

FOREIGN NEWS.

THE WAR IN THE EAST.

RUMORS OF AN ARMISTICE Two Important Passes of the Bal-

kans Seized by the Russians.

An Important Move in the Balkans.

London, July 19.—Dispatches show that the Rusrians are endeavoring with every prospect of success to obtain possession of Kasaulmk and Stivo, which would give them control of the southern debouchement of two most important passes of the Central Balkans.

Turkish advices place the principal Russian force at Hainkisi, the southern debouchement of the Chambechys and debouchement of the Chambechys and

Russian force at Hainkisi, the southern debouchement of the Chamboghaz and Tchivarditzkar passes. Abdel Kerim telegraphed yesterday that he will cut off the retreat of the Russians, who crossed the Balkans and only waits the arrival of Suleim Pasha to begin the attack. Twenty thousand regulars and twenty thousand volunteers left Constantinople for Adrianople.

thousand volunteers left Constantiosople for Adrianople.

An English steamer has arrived at the mouth of the Baina with ammunition for the Turks. Consuls at Scutari are endeavoring to accertain the name of the vessel and where from, so as to inform their respective governments.

An Austrian steamer has embarked 800 Turkish wounded at Autivari for Constantinople.

A telegram from Orsomva says: The Russian advance in Bulgaria has slackeded, in consequence of dispatches received by Gortschakoff from certain powers. The Russians will only resume their march after securing their rear, which is now only secured by the fourth corps near Bucharest.

INSISTS ON HIS RESIGNATION.

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CONSTANTINOPLE, July 19.—Salvet Pasha has refused the portfolio of Minis-ter of Public Works, and insists on his resignation from the Cabinet. The Minresignation from the Cabinet. The Min-ister of Justice and Mahmoud Dahmed have gone to Adrianople. Hobart Pasha has been ordered to bombard all places of importance on the Russian coast of the Black Sea. Five steamships are expected to reach here to-day with the Egyptian cavalry.

A dispatch from Adrianople says the

A dispatch from Adrianople says the Russians are advancing to destroy the workshops of the railroad at Yeni Saghua. Niehmet Ali Pasha, with a considerable force, has left Adrianople to meet the Russians. ZANTE, July 19.—The Turkish fleet with Suleiman Pasha's troops on board passed here this A. M.

Policy of Spain Towards Cuba Filling the Gaps Made by Disease Iwenty-five Thousand More

Troops Sent to the Island LONDON, July 19 .- A letter from Madrid says: The Spanish authorities are preparing to send 25,000 men to Cuba, in October, to fill the gaps caused by dis-ease and death. The Ministers propose to the Association of Planters and Financiers, who furnished an advance for the reinforcements sent out a year ago. Their privilege over the Cuban customs revenue will be incressed and prolonged. To insure the payment of interest and annual sinking fund, the Ministers have allowed the Cortes to understand that, if necessary, the Government will make even greater sacrifices. It is singular to observe that the improvement of Cuban affairs and the visible decrease of rebellion does not convince most people of the ultimate pacification of the Island.

FRANCE. Rumors of Armistice. Paris, July 19th.—The advance in prices on Bourse is in consequence of numers of an armistice between Turkey

and Russia. New York, July 19.—A similar report has prevailed on the stock exchange here. THE ELECTIONS.

Paris, July 19.—It is announced that the general elections have been fixed for October 14th.

Rifle Match. London, July 19.—At Wimbledon, to-day, Ireland won the Elcho in shooting for a kolapore cup at 200, 500 and 600 yards. The score of the English team ag-gregated 608, and that of the Canadian team 586.

team 355.

LONDON, July 19.—At Wimbledon today, a match between the members of the
houses of Lords and Commons, was won
by the Lords.

WONT ACCEPT HIS RESIGNATION. WOST ACCEPT HIS RESIGNATION.

In the House of Lords Earl Beaconsfield explained that the appointment of Mr. T. Pigott as Controller of the Stationary Office, was made on the grounds of efficiency. He said Pigott's resignation had been placed in his hands, but for reasons of high public duty he was bound not accept it.

not accept it.

In the House of Commons, the Chan-cellor of Exchequer said he hoped to close the session of the parliament about 12 o'clock.

Grover Investigation Continued — Mosier, Honest, but Whisky Makes a Fool of Him.

San Francisco, July 19.—A Portland press dispatch says: The Commission to-day examined a number of witnesses regarding the character of Stiles and

Senator Kelly considered that Mosier o excessive use of liquor, and when un-er its influence said and did some very polish things. Smith was recalled and repeated his

testimony regarding the interview with Mosier, who, he thought, was in earnest in stating that he (Mosier) could get eleven hundred dollars for his vote. Henry H. Gilway testified that Stilea' statement was absolutely false. Grover never spoke to me about buying a voter; never offered Gooman or any member of

never offered Gooman or any member of the Legislature money or other consider-ation to influence votes for Grover or any one else. Had I attempted to use bribery I think I would have known it. Wilson told me that some of the Custom House crowd had offered him money to vote against Grover. The latter always told me that he would use no corrupt means to gain the election. The New Hampshire Legislature recei-

ved a majority and minority report from its Committee on National affairs, both approving President Hayes Administra-tion. They adopted the majority report. The Grand Jury of Alameda Co., Cal-ifornia ignored Sergeant Page's libel com-plaints against the Chronicle.

For Additional Telegraph See Fourth Page